(c) if so, the steps which are being taken by Government to improve the position further?

THE MINISTER OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS (SHRI T.R. BAALU): (a) and (b) Mumbai Port witnessed a declining trend for traffic handled upto 2001-02. The growth of traffic during the last five years is as under:—

Year	Traffic handled (in Million Tonnes)
2002-03	26.80
2003-04	29.99
2004-05	35.19
2005-06	44.19
2006-07	52.36

(c) Improvement of the working of Major Ports in the country is an ongoing process. Various projects to augment and expand the capacity of Mumbai Port have been taken up under National Maritime Development Programme (NMDP) like (i) construction of two off shore container berths, (ii) Redevelopment of 18-21 Indira Dock Harbour wall berths (iii) Construction of second Liquid Chemical Berth at PIR PAU, (iv) Fifth Oil Berth at Jawahar Dweep.

Tadri port

3924. SHRI JANARDHANA POOJARY: Will the Minister of SHIPPING, ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether Government of Karnatka have proposed development of Tadri Port as an all-weather major port; and

(b) if so, the details thereof and Government's response thereto?

THE MINISTER OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS (SHRI T.R. BAALU): (a) and (b) Government of Karnataka has requested the Government of India for development of Tadri Port as all weather major port. Government of India has taken note of the request. Decision on setting

up of a Major Port at any location would, however, need to take into account the revelent factors like availability of related infrastructure, technical feasibility and economic viability and also availability of financial resources.

Ferry service in Karnataka

3925. SHRI JANARDHANA POOJARY: Will the Minister of SHIPPING, ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether Government of Karnataka.have requested for central assistance for development of ferry service in the State; and

(b) if so, the details thereof and Government's response thereto?

THE MINISTER OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS (SHRI TR. BAALU): (a) and (b)The State Government of Karnataka had submitted sever projects for sanction under Centrally Sponsored Scheme (CSS) as given in the enclosed Statement (See below). Since these project proposals lacked adequate details, Inland Waterways Authority of India sought clarification from the State Government. In response, the State Government informed that they would like to get the techno-econornic feasibility study done for development of Inland Waterways Transport (IWT) in Karnataka and thereafter, revert with Detailed Project Reports (DPRs) for the seven IWT projects. The State Government was sactioned Rs. 56.70 lacs by the Central Government in March, 2004 for conducting the feasibility study. As per progress report received from the State Government, techno-econornic feasibility study had been completed in June, 2006. The State Government had again submitted a request for sanction of projects under Centrally Sponsored Scheme based on techo-econcmic feasibility study However, the request contained no details except cost of the proposals.

Further, the Centrally sponsored Scheme for *IWT* development has been discontinued by the Planning Commission.with"effect from 1st April, 2007 and the same has been communicated to the State Government by the Inland Waterways Authority of India.